

# Ford Records Made in the New York-Seattle Race

From Cleveland to Toledo  
In 135 miles—arrived at Toledo at 7 p. m. June 4th. It was raining, and the roads were heavy with mud. The two Ford cars arrived at Toledo at 7 p. m. The next car to arrive was at 11:15—that was the first of many beatings those heavier cars were forced to take when the mud was bad.

It's Two Hundred and Sixty-five Miles  
From St. Louis to Kansas City. Here the roads were fairly dry, though rough, all the way. The two Ford cars made the distance in 20 hours and 40 minutes, the record; and no other car came in for two hours. That was not the last time the Ford cars won on better roads—nor the first, for that matter, as witness the run from Buffalo to Cleveland, 196 miles of macadamized road, that the Ford made in two hours' less time than any other car.

From Baker City, Ore., to Walla Walla, Wash.  
The Ford cars won the Blue Mountains via Tollgate. Starting from Baker City forty minutes behind the Shawmut, Ford No. 1 arrived at Walla Walla one hour ahead. That was one of the times the Ford demonstrated its superiority on the hills. This duplicated the experience in the Catalina Mountains, the Rocky Mountains and the Cascades. You cannot compare heavy weight, speed, endurance and hill climbing. The next nearest car was a week behind.

From Cokeville, Idaho, to Twin Falls  
The road is through rocky canyons relieved only by sandy stretches. Leaving Cokeville eight hours behind its heavy rival, Ford No. 2 arrived at Twin Falls two hours ahead. This was a case of winning over a combination of indescribably bad roads, wagon trails and desert.

And Mind You This Race Was Run  
without favoring any car, though the FORDS were less than one-fifth the price of any other car. There was no preferential time schedule for lower priced cars, and they didn't need it either. No layovers to get reeled and repaired—if we stopped for repairs we lost. Nothing but a straight, keep-everything-at-it, four-thousand-mile race in which the winning car—a Model T Ford—averaged 230 miles a day. How many entrants do you suppose a promoter would secure for an "endurance run" where the advertised schedule called for such a mileage?

The Car You Buy Will Repeat  
this performance—if you buy a Model T. Every Ford car being sold is a duplicate of the car that won this race, and would do as well. There's nothing to be gained by building special cars for racing records—the special car may win and gain publicity records, but the buyer's car being different fails to repeat. Anyway that is how Mr. Ford has reasoned it out and accounts for the absence of "professional world renowned" drivers from the Ford payroll.

A Ford Owner Never Need Ask Favors  
from high-priced cars. This race proved that. When touring along with owners of expensive machines if any favors are to be bestowed it's the big cars that need them. You will never need a team to help out of a hole or through the mud—you will find no sand that will stall you, no hills you cannot surmount. You can go anywhere any time with less trouble, expense or experience in a Ford than in any other car. This the New York to Seattle race proved.

Aside From Real Superiority  
there are other reasons for Ford preference. The car that won this race carried a 15-gallon gasoline tank. It was filled about as often as the 30-gallon tank of its competitors. Two of the original tires went through the whole race without a puncture even—no other car has as good a record, and even had it been necessary to replace—new tires cost less than half as much as when those other cars have to replace. Tires lasted longer and cost less, being smaller.

Whatever Ford Car You Buy Now  
can when the season changes be quickly transformed into any other style. Some want a touring car all the year round. Others want a closed car in winter. The Model T body is interchangeable. Remove touring car, roadster or tourabout body and put on a coupe, Limousine or Landaulet. All done in sixty minutes with no other expense than the cost of the body.

ROADSTER	\$825.00
TOURING CAR	\$850.00
TOURABOUT	\$850.00
LANDAULET	\$950.00
COUPE	\$950.00
TOWN CAR	\$1,000.00

**Ford Motor Company**  
1723 Broadway, N. Y. City  
Phone 6395 Co.

Prices include magneto,  
built in the engine, three  
lamps and horn.

Brooklyn Store: Bishop, McCormick & Bishop,  
20 N. 5th St.

Newark Store: 502 Broad St.

## HARD LUCK FOR JACK ATKIN

### HALF SOVEREIGN BEATS HIM BY HALF A LENGTH

With 130 Pounds on His Back the Sain Horse Is Interfered With and Poorly Bitten in Star Event—Huda's Sister Hopes to Secure a Place at Yonkers

At the Madison Square Garden, New York, on Saturday, July 31, the Sain horse, a great horse Jack Atkin, beaten in the 100 Mount Vernon Handicap, at a mile, run over the course, six furlongs, yesterday. The Sain horse, a bay, was ridden by Vincent Powers, and with Vincent Powers in the saddle he rode a very bad race. The Sain horse conceded twenty-six pounds by the time he was beaten. The Sain horse, who beat him in a sensational drive, the half a length in 1:30, but only after the Sain horse had experienced some hard riding, and had also been poorly handled.

At the start Powers did not get Atkin away with the usual alacrity, and in the scramble for fouling Tony Bonero, 7 to 1, rubbed the front and crossed over in front of Atkin in order to secure the rail. Then Powers, who rode the Sain horse, carried Atkin out on the lower turn, so that the latter lost several lengths. Meanwhile Bonero was setting a hot pace as he turned into the backstretch, with Half Sovereign and Atkin together at the back.

Half Sovereign, then, went the big horse after Bonero with a tremendous turn of speed and made the place just at the end of the first half mile. Reaching the far turn, it looked as if the Sain horse, who was weary and would win in a gallop, but as he came around into the homestretch Duca began to ride Half Sovereign for all he was worth, while Little McArthur also moved up quickly with Bonero, 2 to 1.

Powers, looking back, saw at that moment how critical the situation was and drew his whip. Atkin, staggering under his crushing burden, responded with the courage of a hero and increased his speed. He was hard at work with Half Sovereign, who was gaining ground with every stride, while the crowd was urging Powers and his horse with all kinds of cries. It was a spectacular sight as the two horses reached the sixteenth pole, each extended to the limit, with Aronack coming like a whirlwind in the middle of the track. It was the most exciting race of the meeting, and the spectators did not stop cheering until Half Sovereign flashed past the judges with half a length to spare, Atkin beating Aronack, to whom he conceded several pounds, by a similar margin.

At the scales, there was an ovation for Bonero's horse, while the applause for the winner was comparatively light.

Previous winners were Quadrille in 1907 and Jack Atkin, who won last year with 135 pounds in 1:40 1/2. It was a splendid day for the sport and all the turf notables were on hand to see the end of the sixteen days session at the Yonkers course, which has become one of the most popular on the metropolitan circuit.

A bad start killed the chances of Madeline, 3 to 1, in the opening event, a dash of the mile and a half for two-year-olds. Madeline, 3 to 1, on the other hand, beat the barrier and had a lead to the end of the turn, where he began to tire as usual. Then Taplin moved up with Mr. Earle's horse, Billy, who was ridden by J. J. Powers, and won in a drive by a head, with Zacatecas in the place, four lengths ahead of Barney Boner, who was ridden by J. J. Powers. Taplin did not get away well, but made up a lot of ground to finish fourth.

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## RACE AROUND LONG ISLAND

### Thirteen Yachts Start Off Atlantic Club to Finish at New Rochelle

Thirteen yachts started yesterday morning from the Atlantic Yacht Club house at Sea Gate to race around Long Island, the finishing line being at Echo Bay, the home of the New Rochelle Yacht Club. The length of the course is 210 nautical miles.

There was a very light wind as they went for the starting line at 10:15 o'clock and the outlook was not at all pleasant. Early in the morning there had been a fine wind, but it had blown out. The tide too was running flood, so the racers had hard times bucking against it. A. C. Jones's Sistine, from the Rhode Island Yacht Club, was the first away, and she shot, capturing in a wonderful way. A. C. Hill's Crescent was next to start, and she too did well in the light air. Then came the Interim, Victory, Wabun, Surprise, Snug, Naval Militia, cutter named Altair, Ramallah, Mildred and Interim. They crossed the starting line at 10:15 o'clock and the outlook was not at all pleasant.

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## Accidents in Polo Game

### Long Branch, N. J., July 31—The Great Neck polo team won the final game for the Monmouth cup at the Rumson campus today.

The game was watched by a large number of spectators. The game was marked by a series of accidents. Louis Stevenson, who was watching the game, was knocked down by Howard Borden, a player on the Great Neck team. Stevenson was struck in the elbow by a flying ball, breaking a small bone. Mr. Stevenson retired from the game, Frederick Nelson taking his place.

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## Automobile Notes

### The successful establishment of a New York branch of Thomas B. Jeffery & Co. last year to control the sale of Rambler cars in New York and contiguous territory has been followed by the establishment of a branch in Boston.

The Rambler firm now has branches in Boston, New York, Cleveland, Chicago, Milwaukee and St. Paul. At each point a complete line of current models is exhibited, together with full line of parts. This enables the dealers and customers in territory near these branches to enjoy the benefits of dealing directly with factory representatives and of course gives them the distinct advantage of being able to procure extra parts on extremely short notice whenever necessary.

The new factory of the Palmer & Singer Manufacturing Company in Long Island City, at Webster and Second and Third avenues, is fast nearing completion. This factory will be of brick and concrete floors, not only fireproof but absolutely unburnable. The office is three stories in height and will be able to accommodate 1,000 workmen.

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# The Feature of the Brighton Beach 24-Hour Race was the Remarkable Showing of the '08 Palmer-Singer Six-Sixty

which finished third, scoring 968 miles, and at the conclusion of the race was in perfect condition and capable of doing it all over again. It ran for six and one-half hours on its first set of tires and used fifty per cent. less tires than any other car in the contest.

The Palmer-Singer Six-Sixty, driven by Howard and Lescault, which made this remarkable showing, is a 1908 stock car, and has been driven over 20,000 miles. This car is owned by Mr. Ray Howard, an amateur, to whose careful, sportsmanlike driving much of the credit of its showing is due. He shares with Lescault the honors of a careful campaign and a brilliant performance. It defeated some of the costliest makes with the utmost ease, not by virtue of the whirlwind speed of which it is capable, but by the perfect regularity of its running, its utter freedom from engine troubles, its marvellous endurance and its great strength, which fits it to easily survive any usage. These are the qualities which YOU want when YOU buy a car

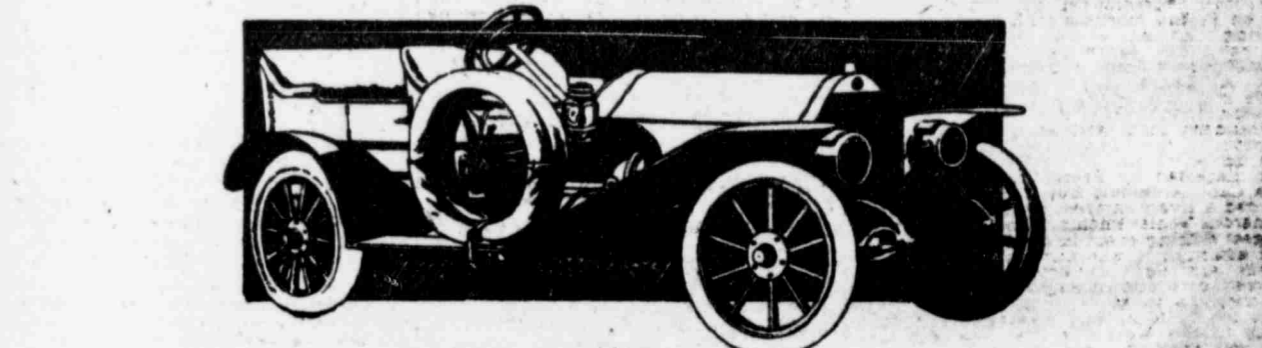
## Immediate Delivery

We have for immediate delivery several of the 1910 series Six Sixties. These are duplicates in every respect of the Brighton Beach 24-hour race winner, with the added attractiveness of the refinements made during the last two years.

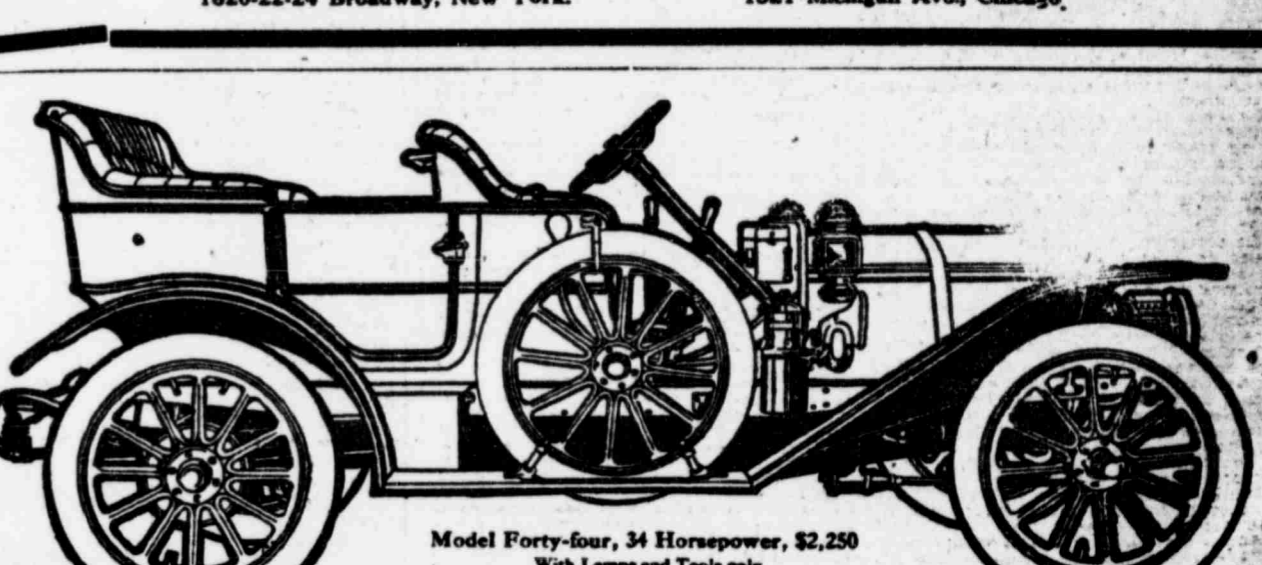
The Palmer-Singer Six-Sixty is recognized as the ideal car for motor sportsmen. It is the fastest, richest, classiest cross-country speed car it is possible to build or to buy

6 Cyl.-60 H. P. Sixty-five Miles an Hour Guaranteed.

Single Rumble	\$3,100
Four Buckets	\$3,250
Surrey Body	\$3,250
Baby Tonneau	\$3,300



**PALMER & SINGER MFG. CO.**  
1620-22-24 Broadway, New York. 1321 Michigan Ave., Chicago.



## The Rambler in New York

Commencing with August 1, 1909, the retail business of Thomas B. Jeffery & Company, in New York City and vicinity, will be handled by their branch located at 38-40 West 62nd St., New York City.

This location has been the distributing point for our wholesale business throughout the East for the past ten months, and we are now prepared to take over the retail trade. Every possible attention and courtesy will be shown to

## Rambler

owners and to prospective customers. A cordial invitation is extended to you to visit our salesroom and become acquainted with Rambler men and Rambler methods.

Immediate delivery can be made of all new Rambler models.

**Thomas B. Jeffery & Company**  
Main Office and Factory, Kenosha, Wis.  
New York Branch, 38-40 West 62nd Street

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